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in all BRANCHES at the RENOWNED
NEWYORK CONSERVATORY of MUSIC,
No. 5 EAST 14th-st., 2d door east of 5th-ave.

A LBANY BOATS DIRECT—Merchants' Express Line.—Elegant steamers WALTER BRETT or NEW CHAMPION will leave duly 'Saturdays excepted', for Albany, from Canal-st, North Elyver, first deck above People's Line, at 6 p. m., connecting with trains North and West. Fare (deck), 20c., cabin fare, 50c.; meals, 50c. Freight taken lower than by any other lines.

A. P. BLACK, Supt. BRIDGEPORT, and all points on Housatonic and Naugainek Railroads. Fare, \$1. Steamer Bridgeport leaves Cathorine-slip dealy (Sundaya excepted) at 11:30 a. m., and Bridgeport at 11 b. m.

CENTRAL RAILROAD OF NEW-JERSEY.

Verry Station in New-York, foot of Liberty-st.
Commencing Nov. 26, 1877-Trains leave as follows:
6:30 2. m.—For Flemington, Easton, Belvidere, Manch
Chunk, Tamaqua, Wilkesbarre, Elmira, &c. Connects at
Junction with D. 1. and w. R. R.
8:45 3. m.—For Fligh Bridge Branch, Easton, Harrisburg,
Manch Cauns, Tamaqua, Hazleton, Wilkesbarre, Scranton,
Wilmannsport, &c. Mannich Churik. Islanding. Hazdelon, Wilkesharre, Seranton, Wilkiamsport, &c.
10:15 a, m. and 4:30 p. m.—For Somerville and Flenington.
1 p. m.—For Flemington, Easton, Manch Churik, Tamaqua,
Wilkesbarre. Seranton, Tunkhannock, Tamaqua, Hazelton,
Reading, Pottaville, Harrisburg, &c.
4 p. m.—For High Bridge Branch, Easton, Belvidera, and
Manch Churk. Connects at Jucetion with D. L. and W. R. R.
5:30 p. m.—For Easton, Allentown, and Harrisburg,
8:35 p. m.—For Easton,
For trains to local points see time-table at stallons.
8:UNDAY TRAINS—Leave at 9:30 a. m., 12 p. m. for
Easton, Reading, and Harrisburg.

NEW-YORK and LONG BRANCH DIVISION.

Trains leave for Perth Amboy, Red Bank, Long Branch, Grean Grove, &c., at 8:15, 11:45, a. m., 4, 5:15 p. m. States connect at Martawan Station to and from KEY-POET, and at Squan to and from POINT PLEASAN'E. FREEHOLD and NEW-YORK RAILWAY connections. Leave foot of Liberty st., for Freehold, at 4, 5:15 p. m.

NEW-YORK AND PHILADELPHIA NEW
BOUND BROOK ROUTE.
FOR THENTON AND PHILADELPHIA.
Leave New-York for Treaton and Philadelphia at 6:30, 8, 9:20, 11:30 a. m. 1:39, 3:20, 5:20, 1:2p. m. and at 4 p. m. for Treaton.
Leave Philadelphia from station North Pennsylvania Rail.
120, 3:30, 3:30 p. m.
1:30, 3:30, 3:30 p. m. 870 A QUARTER for boarding, schooling, books, &c. &c. - Whole expense at SWITHIN C. SHORTLINGUES MEDIA (Penn., ACADEMY for young men and boys. NO EXTRA CHARGES: stadents admitted at any time; and remain entire year. SPECIAL SCHMEN (SCHOOL-Speint) Summer contress in book-keeping and pentambelly. Latin, Greek, and Mathematics; Pronch, German, Spinish, and Halise; Englah Ernebes and Election, NICELY PCRNISHED BOOMS and EXCELENT CARLE. Too teachers, all graduates; one, Entward; four, Vale. Recommended by Buyard Taylor, Eichard J. Hinton, the Rev. 10. July 1997. The Commission of the Period Com 230 p. n. friins from New York, 19 the 130 2 m. frains from Philadelphia At-mins from Philadelphia. See New York and Philadelphia At-500 a.m., 5030, 15 p. m. 1 save New York for Treation at 9:30 s.m., 5030 p. m. 1620 w. 15 p. m., 1620 p. m., 1610 p. m., Tickets for sale at foot of the berty-st., Nos. 529 and 914 Troadway, at the principal hotels, all offices of the Eric Rail-way in New York and Brooklyn, and at No. 1 Court-st., Brook-yn. Baggage checked from residence to destination. H. P. EALDWIN, Gen. Pass. Agent.

FALL RIVER LINE FOR EOSTON

And all points East, via Newport and Fall River.

Mammouth Palace Steamers Bitts Tol. and PROVIDENCE leave New York duity from foot of Marray.st.

5 P. M. | June 3 to September 8, Inc. | From 28 N. R. Leave Brooklya, via "Annex" bon, at 4:30 p. m. Tickets and Staterooms secured at all principal hotels and acket offices, at the pier and on stemmers.

BORDEN & LOVELL, Agents
GEO. L. CONNOR, CONTRAL PASSENGER Agent.

I FHIGH VALLEY RAILROAD,

ARRANGEMENT OF PASSENGER TRAINS Jan. 1,
1877; "Leave depots for of Courtiand and Pesbrosses-ats,
at 6-30 p. m., Night fextores, district, Piliston, Sayer, Elallientown Mouch Chular, Railfree, Piliston, Sayer, Elmiral Phila, Auburn, Royal coaches attached,
the West, Paliman strepper coaches attached,
the West, Paliman strepper coaches attached,
General Eastern Office, corner Church and Courtinal-state,
CHAS, H. CUMMINGS, Agent.

NEW-HAVEN, HARTFORD, &c.-Fare, \$1. Steamers leave Peck-lip daily (Sundays excepted), for New-Haven at 3 and 11 p. m., connecting with road. THE GREAT PROVIDENCE LINE.

To BOSTON, via Providence, direct

RHODE ISLAND, Captain Josse Mott, leave duly (Sundays excepted) from Pier 29, North River, not of Warren at , at 5 p. m. Plassengers grive in Boston at a.m. No intermediate landings between New-York and rovidence.

THE OLD RELIABLE STONINGTON LINE,

POR BOSTON AND ALL POINTS EAST, at 5 p. m., from Pier B3, North River, foot of Jay-st.
Staterooms and tickets FOR EITHER LL's Escured at No. 365 Broadway and at all offices of Westcott's Express tompany. Also tickets sold at all hotel ticket offices. Puscupers and freight via either ine taken at lowest rates.

L. W. FILXINS, General Passenger Agent.

desity.

For Williamsport, Lock Haven, Corry and Erie, at 8:30 p.m., connecting at Corry for Thissyille, Petroleum Centre and the Oil Legions. Williamsport and Lock Haven, 9 n.m.

Baltimore, Washington and Inc South, "Limited Washington Express" of Pollman Parbor Clars daily, except semilarly, 9:30 s.m., arrive Washington 4:10 p.m., Regular at 8:20 or Philadelphia, 7:30, 8:20, 9, 08:30 Limited), 11 6, 6:30, 7, 7:30, 8:30 and 9 p. m. Sanday, 9 a. 6, 7, 7:30, 8:30 and 9 p. m. Emigrant and second

m., 5, 6, 655, 7, 730, 8:30 and 9 p.m. Emigrant and second class, 7 p. m.

Boals of "directlyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.

For trains to Newark, Edizabeth, Rahway, Princeton, Trenten, Perth Ambor, Flemington, Belvidere and other points, see beed schedules at all These Offices.

Trains arrive: "From Fittsburg, 6:50, 10:40 a.m., 10:20 p. m., daily, 19:10 a.m., 6:50 a.m., ally, except Monday, Prom Washington and Baltimore, 6:50, 9:40 a.m., 4:10, 5:15, 10:10 p. m. Sunday, 6:50, 9:40 a.m., 7:10, 6:10, 5:15, 6:50, 8:40, 10:10, 10:40, 11:30 a.m., 7:10, 6:10, 5:15, 6:50, 8:40, 10:10, 10:40, 11:30 a.m., 7:10, 6:10, 5:15, 6:50, 8:40, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:20 p. m. Sunday, 5:05, 6:50, 9:40, p. 10:49, 11:30 a.m., 6:30, 10:40, 11:30 a.m., 6:30, 10

SPECIAL NOTICE to TOURISTS.

The Lake Superior Transit Company is running. Ten. Spien. d Passenger Steamboats between Buffalo and Duluth. and id Passenger Steamboura occurs
gtermedist, portis,
Five Sallings Weekly.
For full information apoly to
E. T. EVANS, General Manager, Buffalo, N. Y.
Londing, R.

RONDOUT and KINGSION, landing at Newburg, Poughkeipste, Highland Fells (West Point). Cerevrall, Mariboro, Milton, Esopus, connecting at Rondont with Ulster and Delaware and Walkill Valley Raffrons, Steamporats thomas Cornell and James W. Baidwan leavedaily at 4 p. m. from Pier 34 North River, foot of Harrison-st. THE MARY POWELL will make the first

regular trip of the season on WEDNESDAY, May 22, ng Vestry st., Pier 39, N. H., DALLY at 3:30 p. m. TO PHILADELPHIA, PENNSYLVANIA RAILROAD. THE OLD ESTABLISHED ROUTE AND SHORT LINE

NEW-YORK AND PHILADBLPHIA. Fourteen Through Trains each way daily; three Depots in Philadelphia, two in New-York.

Philadelphia, two in New-York.

Double Track, the most Improved Equipment, and the Fastest
Time consistent with absolute sefely.

Express Trains leave New-York via Deabrosses and Cortlandt Streets Ferrice, as follows:
7:30, 8:20, 9, 9:30 Indiced, 11 a. m., 1, 4, 5, 6, 6:30, 7, 8:30,
and 9 p. m. Sunday, 9 a. m., 5, 6, 6:30, 7, 8:30 and 9 p. m.
Boats of "Brooklyn Annex" connect with all through trains
at Jersey City, affording a speedy and direct transfer for
Brooklyn travel.

Returning trains leave Philadelphia 3:20, 3:35, 7, 7:30, 8,
3:30 and 11 a. m. (Limited Express, 1:35 p. m.), 2, 4, 5:30, 7,
mid 7:35 p. m., and 12 midmight. On Sinday, 3:20, 3:35, 7, 8,
3:30, a. m., 4, 7:35 p. m., and 12 midmight.

Ticket offices, Nos. 5:26 and 914 Broadway, No. 1 Aster
House, and foot of Deabrosses and Cortlandicates: No. 4 Courtst, and firooklyn Annex Deput, foot of Pulmost, Brooklyn;
Nos. 11, 116 and 118 Hudson st, Hoboken; Depot, Jersey
City, Emigrant Ticket Office, No. 8 Battery-place,
FRANK THOMSON,
General Manager.

LEO MILLES for 10 CENTS

150 MILES for 10 CENTS.

Citizens' Line-Troy boats-State-rooms only \$1; berths, 25 cents; let class fare 50 cents. New palace steamers "Saratoga" and "City of Troy" leave dealy, except Saturday, at 6 p. m., from Pier 49, N. R., foot of Leroy-at. Sure connection with express trains for all points North, East and West. State-rooms and through tickels at 100 DJS EXPRESS, 944 Broadway, N. Y., and 4 Court-st., Proceive.

Ice Gream.

A FACT.-HORTON'S ICE CREAM IS MADE FROM PURE ORANGE COUNTY CREAM, TO CHURCHES, FESTIVALS, HOTELS, RESTAURANTS AND THE TRADE

25c. PER QUART. To FAMILIES by the GALLON, 30c. PER QUART. CHARLOTTE RUSSE and JELLY, FRESH, RICH and DELICIOUS, PRICE BELOW ALL OTHERS. Depots, 305 4th-ave., 1.288 Broadway, and 75 Chatham-st.

Lost and Lound.

BANK BOOK LOST.—Bank Book No. 279,-926 of the Bowery Savings bank is missing. The finder is requested to return it to the Bank. If not restored before the 10th day of June, 1878, application will be made to the bank for a new book. LOST-Erie Railway Company first consolidated mortgage bonds, par value £200 sterling each, Nos. 1,596, 1,697, dated September 1, 1970. All persons are warned against negotiating said bonds; payment has been stopped. Information relative to them may be sent to JOHN COCHRANKE, Glazarow, Scottand, or Meesrs. I. & C. MOORE & CO., No. 142 Pearl-at., N. Y. City. THE MONEY MARKET.

OFFICIAL REPORT E. Y. STOCK EXCHANGE SALES TUESDAY, MAY 14, 1878. GOVERNMENT STOCK DEPARTMENT. FIRST CALL-1014 O'CLOCK A. M.

8 58 Reg 1881 70,000........83.....104% SECOND CALL-1114 O'CLOCK A. M. THIRD CALL—12<sup>1</sup><sub>2</sub> O'CLOCK P. M.

50,000 bs. 103<sup>1</sup><sub>2</sub>
10,000 bc. 103<sup>1</sup><sub>2</sub>
100,000 bc. 103<sup>1</sup><sub>2</sub> FOURTH CALL-112 O'CLOCK P. M. ..107%

Sales of state and Railway Bonds-Railroad, Bank and Express Stocks. 10 A. M. -SALES BEFORE THE CALL

| 10 a. M.—SALES BEFORE THE CALL | N. W. Con Coup G B | Northwestern | 5.060. | 1007 | 200. | 5018 | 300. | 5.060. | 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 7529 | 200. | 85. 752 Rock Island 100......107's FIRST BOARD-1012 O'CLOCK A. M. 

| & St P C S F | 1,060, ..., c. 73 | Continental Bank | Continental Ba & Fascx 1st Con Atlantic & Pac 200 90 104 ... bc 214 Had reg 1884 Western Union po 1015 200.,bcb3, 81 s Hnd Reg '91 Rens &

(090. 107 % 1 7 s t. Grant 1,099 105 Chie & N.W. Pref 300. ... 0c. 71 % ac R of Mo2d 1242 O'CLOCK-SALES BREORE THE CALL. | 1249 O'CLOCK—SALES BROOK THE CALL. | 124 O'C. | 124 O'C. | 125 O

SECOND BOARD-1 O'CLOCK P. M. Mo 6s '86 H & St | Western Union | 100 . bc | 81 kg | 100 . bc | 76 kg | 76 kg | 100 . bc 

| 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.5 | 100.0. | 20.

Bertha & Edith 300 ...s3, 13 | Dahlonega 1, 200 ... 17 | Plumas 100 ...s10, 237 | La Crosse 500, 520, 41 | 200 ...s3, 1,65 THIRD BOARD-2:30 P. M.

THIRD BOARD—2730 F. M.

Bertha & Edith
100...030..14
2.000...13
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TUESDAY, May 14-P. M.

The stock market to-day, as represented by the mount of transactions (78,300 shares), was even duller than that of yesterday. But, judged by the fluctuations, it exhibited a much greater activity, and very generally at higher prices. Lake Shore was the principal feature, and recorded over onethird of the total business of the day, at prices ranging from 6112 to 6258@6238. There was much talk about an advance of rates on the trunk lines, and this was given as a reason for the new buying of Lake Shore stock, which was plainly apparent. But with the lake freights quoted at 2 cents on corn from Chicago to Buffalo, and at 212 cents on wheat from Milwaukee to Buffalo, it seems immaterial whether railway rates are up or down, as affecting the net earnings of the companies. It was observed to-day that the selling of Lake Shore at about 6212 was quite as brisk as the buying had been. It also was noticed that the "point" about the advancing of rates was without effect upon the other trunk line shares. Michigan Central fluctuated between 67 and 67% for eash and "regular way" stock, there being a difference of fally 12@34 per cent against sales on "seller 3 days," which carry the contract over the closing of the transfers for election. Central and Hudson sold (110) at 10612@ 10634, and Erie at 1218@12. Wabash opened up at 144, but later sold at 1378@14. We learn that today a new suit was instituted against the company in the State of Indiana, the plaintiff being the same as in the Illinois suit, joined by holders of a large

amount of the equipment bonds, represented by Charles W. Hassler of counsel. The Northwestern stocks continue strong, St. Paul common again rising to 51 18@51, and the preferred to 7618@76. Northwest common, after selling at

at 7112@7178. The remainder of the Western list was extremely dull, and Rock Island, the feature of yesterday, declined to 1065 @ 1063. The coal stocks were galvanized into renewed life, particularly Delaware, Lackawanna and Western, which, after being heavy at 5358, rose to 5412@5488. Delaware and Hudson sold at 5434@5414@55; Morris and Essex at 7878@7912, and Central of New-Jersey at 18. All this improvement was based upon the expected publication of a recited lesson from the catechis which was given at to-day's meeting of the stockholders of the Delaware and Hudson Company, wherein President Dickson indulged in the same glowing anticipations of the future with which the public was familiar eighteen months ago. Western Union was dull at 8078@8114, but Pacific Mail, although duli, was higher on a report of a movement to reform its directory once more. Matters at Wash-ington look unfavorable for any subsidy schemes, our dispatches to-day indicating that the Senate will not entertain any proposition to attach such a scheme to the Post Office Appropriation Bill. The market closed quiet but firm.

RANGE OF THE STOCK MARKET. Op'g. High't. Low't. Final. Bid. Asked. Sold. Rock Island, 107 to 107 to 106 Nor. 478 478 474 474 474 5 21% 21% 21% 21% 21% 21% 22

Total sales for the day ... \* 662 seiler 15 days. CLOSING PRICES OF PHILADELPHIA STOCKS.

SAN PRANCISCO CLOSING PRICES OF MINING STOCKS

no Dec.

of Inc. 24,004,000 24,400,500 390 other stocks and bods and m'tgages Premium on stocks. 9,548,700 14,491,900 4,943,200 Inc. 1,585,800 1,612,000 26,200 Inc. 9,423,700 9,490,900 67,200 Inc. 12,712,000 15,187,900 2,475,900 Inc. Real estate.

Due from banks
Cash items and bank
notes

Attention is called to an advertisement of the Rogers, Peet Company, in another column.

The receipts of flour and grain at the principal Atlantic ports this 14th day of May were:

New-York. Canal Railr'd. C'wise. Balt. Phils. Boston 185 10,814 2,284 3,425 2,729 5.050 Flour, bbls ...

Canton 12 153
Pacine Mail. 20<sup>3</sup>2 20<sup>3</sup>4 20<sup>3</sup>2 20<sup>3</sup>4 20<sup>3</sup>5 20<sup>3</sup>5
Onto Min.Co. 35<sup>3</sup>4 35<sup>3</sup>4 35<sup>3</sup>2 35<sup>3</sup>4 35<sup>3</sup>5
Quicksilver. 30<sup>3</sup>4 33

1st day of May, 1878 : Lisbilities. Comparisons March 15, 1878, May 1, 1878.
Capital \$55,900.0-0 \$55,900.000 \$287,000 lack 23,004,900 lack 23,

93,800 13,549,00 7,816,00 281,20	20,456,200 71,170,000 125,600,900 412,600	hatten 20,362,400 banks 84,719,000 depositors 117,784,900 and dividends 131,400
\$3,691,00	\$297,441,600	otals\$302,535,600
\$6,037,70		es and disc'nts.\$168,515,900 bonds on hand. 12,752,100
904 50		Isonda to secure

 
 Cash items and bank notes
 3,204,200
 4,371,800
 1,167,600 Inc.

 Specie
 37,432,100
 28,685,500
 9,346,600 Enc.

 Legal tenders
 23,292,700
 20,282,700
 6,000,000 Enc.

 Overdrafts
 134,400
 136,000
 1,600 Inc.
 .\$302,535,600 \$297,444,600 \$5,091,000Des Totals.....

Wheat, bush. 140,000 29,250 26,100 26,000 20,800 Corn, bush. 314,075 40,100 157,100 173,400 85,21 Oats, bush. 12,300 22,620 3,200 12,000 10,500 Barley, bush. 24,990 Barley, bush. 24,990 1,851 ... 1,205

50, improved to 5034@5012, and the preferred sold Total bush ... 492,265 93,821 .... 156,800 213,000 118,121

are intest street quotations;

U. S. Currency 6's, 1194 11945
U. S. da '81 reg., 11974 11975
U. S. da '81 reg., 11974 11975
U. S. da '81 o. C., 194 11945
U. S. da '85, nr., 194 1194
U. S. da '87, reg., 1945, 19675
U. S. da '87, reg., 1968, 19675
U. S. da '87, coup, 1068, 10675
U. S. da '87, coup, 1068, 10675
U. S. da '87, coup, 1068, 10675
U. S. da '88, reg., 1989, 10944
U. S. da '88, reg., 1989, 10944